



# Wellington Regional Rail Strategic Direction

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# The what, where & who

Regional Rail Plan PBC developing a new 30-year rail investment pathway

Wellington Region plus links into the Horizons Region

Greater Wellington Regional Council, KiwiRail, Transdev, Waka Kotahi

Outside of the Let's Get Wellington Moving programme (which focuses on the south of the region)







# Some background

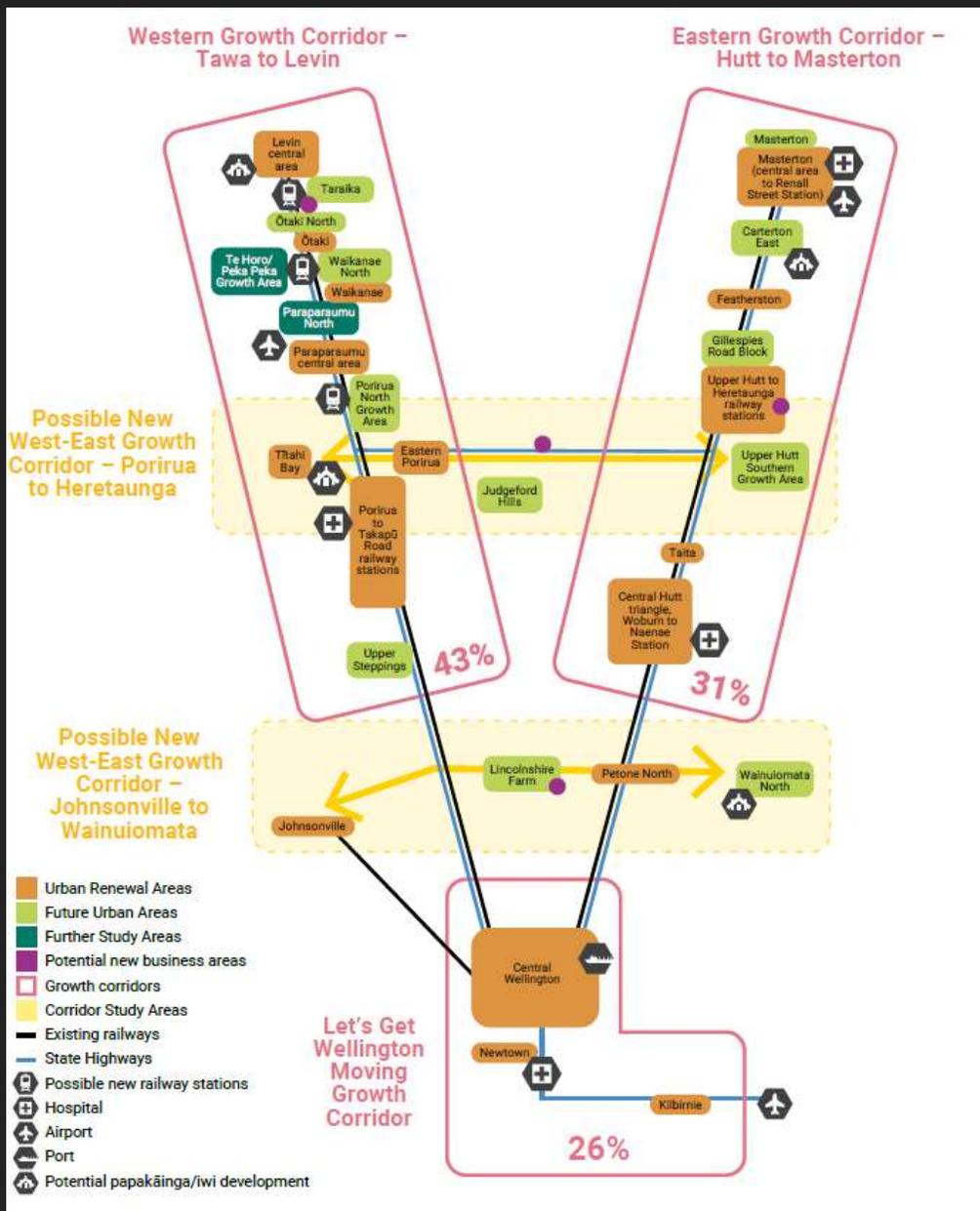
The region grew around rail, but significant underinvestment between the mid-80s and 00s

Four electrified passenger lines plus long-distance passenger and freight

2250 Metlink, 100 KiwiRail freight, and 16 inter-regional passenger trains per week

42,000 weekday peak trips - 41% mode share from the north to the CBD

Strong growth: 20% in the last decade - 6% 2018-19 alone



# The issues

Strong population growth on the rail corridors – where the RGF proposes most regional growth

RLTP targets to increase PT mode share by 40% & reduce carbon emissions by 30% by 2030:

- peak rail trips must move from 9.7m to 13.6m pa
- LGWM assumes 14.2m peak trips pa by 2035

But:

- Current infrastructure is not capable of safely accommodating additional trains
- Inconsistent customer journey experience and limited rail system capacity
- The condition and configuration of the rail network makes it vulnerable to disruption



# The response

Towards 200 interventions in 8 long list programmes:

- Peak and off-peak frequency (requires infrastructure)
- Capacity (more and bigger trains)
- Reliability
- Station access and facilities

Do nothing is not a realistic option

Do-minimum would not maintain current mode share



# The response

Three shortlisted programmes:

- Moderate Improvement (does not achieve goals)
- Mixed Focus (frequency and train size)
- Facilitate Mode Shift (accelerates improvements)

Still working through the detail to determine the preferred programme

Covid has bought some time – maybe a couple of years



